Suit Talk

Just as easy to cut suits right as to cut 'em wrong. But it takes a cutter with brains in his fingers to do it. OUR cutter knows how to cut suits. What a funny town it would be without an Oak Hall, wouldn't it?

Clothing for Men, Youths and Children

Hats and Furnishings for all men

OAK HALL Canada's Greatest Clothiers — King St. East, Opp. St. James Cathedral — J. Coombes Mgr.

NEW SENATOR INTRODUCED.

Upper Chamber Resumes After Holiday of Four Weeks.

Ottawa, May 26.—The Senate had its first sitting to-day, after a four weeks holiday, and opened proceedings by the introduction of a new member, Hon. James T. McGregor, who takes the place of the late Senator Carmichael of Pictou, N.S.

Hon. Mr. MacDonald, B.C., enquired whether the government was aware of proposals bing made for preferential tariff in the British South African colonies in favor of Great Britain. If so, would the government endeavor to have the Dominion of Canada included in such preferential treatment?

Hon. Mr. Scott said the government were not aware of any such proposals. Of course, Canada had the preferential clause in her tariff.

Bills were introduced respecting the nationalization of aliens, with special reference to the Yukon, and to amend the companies act of last session.

The committee stage of the bill to amend the Criminal Code, so as to prevent indecent theatrical posters being shown, was postponed, with the object of having a clause inserted to protect managers who might put on such plays thru ignorance of their character.

A batch of private bills from the Commons, sufficient to keep the Senate going for some time, was put thru the initial stages.

Astronomical Society.

F. L. Blake, D.L.S., read an interesting paper before the Toronto Astronomical Society at their regular meeting last night, entitled, "The adjustment of the equatorial telescope." A number of views were shown, illustrating his description of this peculiar kind of telescope, which greatly assisted those present to appreciate the wonderful advances recently made in the construction and adjustment of equatorial telescopes. President R. F. Stupart, F.R.S.C., was in the chair.

Bridge Co. Bill Passes.

Ottawa, May 26.—At the Railway Committee of the Commons, a bill was passed, empowering the Pere Marquette International Bridge Company to bridge the Detroit River, at Amherstburg.

Beginning Very Early.

Two juvenile highwaymen, Frederick Johnston, aged 16, and Frederick Irving, aged 13, were arrested yesterday by P.C. McClarky of No. 6 Division for taking money from some children who were playing on the street. Johnston lives at 8 Alma-avenue and Irving at 7 Steele-avenue.

LONG TIME,

To Get Over Hurt of Coffee.

It sometimes takes a long period to get over the effects of coffee drinking. A little woman in Wadesboro, N.C., says: "I was a coffee drinker and a sufferer from dyspepsia, stomach trouble, nervousness and the train of disorders that follow.

On the advice of an eminent physician, I cut off my coffee allowance to one cup a day, at breakfast. That helped me a little, but I gradually grew worse, and finally became ill, badly run down, and so depressed in mind that I did not care how the scales turned.

"At this time I was induced to leave off coffee altogether and take Postum Food Coffee. That was in September. I had also a dish of Grape-Nuts for breakfast. I practically lived on Postum Food Coffee and Grape-Nuts for some time. In November I had made considerable improvement, and knew that at last I was on the road to health. At Christmas time I felt well enough to go through that glorious feast with comfort and happiness. In January I was much improved over the previous month, and had gained very considerably in flesh, how many pounds I don't know. My strength and color were much improved. My appetite and digestion in every way good. I ate what I pleased, and with much enjoyment.

"About that time a clergyman friend visited us, and on Sunday morning when he was going to preach I had a strong cup of coffee made for him, because he was in a run-down, nervous condition, and said that he needed the stimulant. Well, that was a sad day for me. I thought I was well enough to drink a cup of coffee with him, and did so. It was strong, but did not taste right. I was interested in his conversation, and found that I was adding, from time to time, more cream and sugar, for some way I realized the beverage did not taste as it should. Then I remembered it was coffee and not Postum. I like Postum better than I do coffee.

"That day the old symptoms of stomach trouble came on, and, while it seems almost impossible, it is nevertheless true, that I never got back again to my state of health for about two months. The coffee acted as an active poison, that went all through my system. However, I have recovered by leaving it off entirely and using Postum, and now that I am well, happy and contented, you could not get me to take a cup of coffee, no not for a king's ransom. I believe I am one of the kind that know when I have had enough." Name given by Postum Co., Battle Creek, Mich.

City of Hamilton

THIEF "SWIPED" FARE BOX

Nervy Man Gets Away With a Street Car Conductor's Fares in a Crowd.

NEW BOARD OF ART SCHOOL MEETS

Young Ladies' Starlight Club of St. Paul's Church Give a Successful Concert.

Hamilton, May 26. — An enterprising thief did a neat job in the very heart of the city to-night, under the eyes of the crowds that pass the corner of King and James-streets. The Street Railway Company is putting in a new switch at the corner, and one of the cars ran off the tracks. While Conductor Lymburner's attention was devoted to getting the car back on the track, a nervy thief slipped up and seized the fare box and darted off with it. The box itself is worth $15, and it contained about $5.

New Lease of Life.

It is hoped that the Hamilton Art School has taken a new lease of life under a new board, which held its first meeting to-night. Their first duty will be to appoint a principal, and this was left in the hands of the Board of Governors. A. W. Peene is the acting principal. During the year 182 students have been enrolled, and the income amounted to $2686.

Young Ladies' Club.

The members of St. Paul's A. M. E. Church are working hard to pay off the debt on their church. In the past few months it has been reduced from $800 to $200, and the congregation is preparing to burn the mortgage some time during the next few weeks. To-night the Young Ladies' Starlight Club gave a successful jubilee concert, and raised a handsome amount for the fund.

A Popular Winner.

The most popular win is that achieved by G. H. Mumm's "Extra Dry" Champagne. The imports in 1892 of Mumm's "Extra Dry" aggregated 125,719 cases—over one-third of the entire imports of champagne into the United States. This is a record never before approached. Connoisseurs unanimously declare it the finest champagne ever brought into Canada. Notice the rose colored capsule which distinguishes it.

Personalities at the Board.

The City Council held a meeting to-night and over three hours was spent mostly in talk. The aldermen manifested a great desire to orate, and they carried out the intention to a finish. Some pointed personalities were hurled across the council chamber over the coal question, Ald. Allen charging that some of the members were standing in with the coal combine. He said he could pick the Grand Trunk, the Deering and the coal combine aldermen as he looked about the council chamber.

Civic Holiday Changed.

Some time ago Wednesday, August 19, was fixed as Civic Holiday, but the council decided to change the date to Thursday, August 20, the last day of the summer carnival.

Closing of Sherman-Ave.

Ald. Birrell gave Assistant City Clerk Kent his raps for ordering more coal for the pumping house than be removed there. Aldermen agreed to move the coal sheds nearer the railway switch. A by-law was introduced providing for the closing of Sherman-avenue north of the railway tracks to the bay, at the request of the Deering people. A special meeting of the council will be held June 29 to consider the subject. Ald. Fearnside made his kick against the money by-law, but it didn't go. The by-law was given its third reading.

No Settlement Yet.

Vice-President Keough and some of the leading officers in the Molders' Union are holding star chamber sessions in the Royal Hotel in an effort to come to an agreement with the local foundrymen about wages. No settlement was arrived at to-night, but the conference will go on to-morrow.

Sixty Pressers Go Out.

Sixty pressers who are members of the Garment Workers' Union struck this morning and threw several hundred men and girls out of work. There is some hope that the strikers will make terms with their employers next Thursday.

Day of Reckoning.

Judge Snider had a couple of criminals to attend to to-day. "Pud" Myers was sent to the Central Prison for eighteen months. "Pud" got on very friendly terms with Samuel D. Laidman, a Binbrook farmer, in a few seconds, and then ran away with his watch. This morning he made his fate harder by trying to lie out of it in the witness box. Alex Spence fought with P. C. Barron, who was trying to arrest him, and had to pay $20.

Bears Honorable Scars.

Town Clerk J. S. Fry, Dundas, thinks that the body found in Toronto Bay Tuesday was that of Charles Dunn, an old pensioner. He lived at the House of Providence for some years, and was afterwards a hostler at the Riley House. He disappeared from the hotel with his pension January 1. He had a big scar over one of his eyes as the result of a wound received in a battle, and his arms were tattooed.

Happenings.

The Deerings will build a dock 2000 feet long at their new works.

Captain Chapman of the Kimberley town guard, an old Hamilton boy, is visiting his brothers here.

It is likely that the strength of the 13th Regiment will be increased from 471 to 500. Sir Frederick Borden has promised to see that the corps is served with the new Ross rifle.

Mrs. Cunningham, mother of Mrs. Herbert D. Cressider, 47 Chestnut-avenue, and Herbert Pickle, Albert-road, died suddenly this morning.

TO PRESERVE THINGS HISTORIC.

Formation of Dominion Society Discussed—N.C. of W. Elections.

Owing to the heavy downpour only a small number gathered in the chapel of Victoria College last evening to consider the formation of a Dominion Historical Society in affiliation with the National Council of Women. The chair was occupied by Prof. Horning. Miss Fitzgibbon sketched the rise of historical societies in various parts of the Dominion. She stated that they had expressed to her a desire to unify in order to render their efforts more efficient. It was to further this end that she had issued a circular asking the various societies to send delegates to a provisional meeting to be held in connection with the annual conference of the National Council of Women. The work done by such societies was exemplified by the preservation of the site of Fort George, when the Michigan Central wished to buy it for a siding. The railway had described it as twenty acres of waste land, and the ignorant legislators might have sold it as such had not an historical society come to the rescue.

What Societies Are Doing.

Mrs. Gardiner of Charlottetown, P.E.I., spoke of the work of the local society which she represented. Folk-lore had been gathered and the history of the provinces had been studied.

Rev. Mr. Taylor of Brome spends his time in digging in the archives at Ottawa on behalf of the local historical society he represents. Last evening he told of the work of this society in erecting monuments on points of historical interest and in holding annual gatherings which were attended by two or three hundred farmers from all parts of the country.

Mrs. Priddis of London, Mrs. Thompson, Mrs. Willoughby Cummings, and Mrs. Holmes of Wentworth also spoke on the forming of an affiliated association. A resolution to this end, put up by Mrs. Gardiner and seconded by Miss McCallum carried. The meeting was closed by an address by Prof. Horning on the work of historical societies. He advocated the keeping intact of old newspaper files, portraits, maps, letters and kindred history-bearing things. The conference then concluded.

Women's Council's Elections.

At yesterday morning's meeting of the National Council of Women the following officers were elected: President, Mrs. Robert Thomson, St. John, N.B., re-elected unanimously; vice-presidents, Lady Laurier and Lady Taylor, re-elected unanimously, and Mrs. Sanford, Hamilton; recording secretary, Miss Derrick, Montreal; corresponding secretary, Mrs. W. Cummings, Toronto; treasurer, Mrs. Frost, Smith's Falls; provincial vice-presidents (re-elected), Nova Scotia, Mrs. R. L. Borden; New Brunswick, Lady Tilley; Prince Edward Island, Lady Davies; Quebec, Mme. Thibideau, Montreal; Ontario, Mrs. Boomer, London; Manitoba, Mrs. N. F. Davin, Regina, Mrs. Lougheed, Calgary; British Columbia, Miss Perrin, Victoria, resigned and Mrs. McLaughlin, Vancouver, was elected.

The next place of meeting was not settled, but Winnipeg will probably be chosen, as the only invitation received was from that city.

STRUCK BY A TROLLEY.

Woman, Unaware of Approach of Car, Seriously Hurt.

It is feared that the trolley claimed another victim last night, when Mrs. Sullivan, living at 262 Chestnut-street, was struck by a Bathurst - street car, and received serious injuries. At midnight she had not recovered consciousness, and the authorities at Grace Hospital considered her condition as very grave.

Mrs. Sullivan had been visiting a friend, and was waiting for a car, and did not notice the approach of another car on the opposite track. She was hurled to one side on the hard pavement. Dr. Harris of West King-street, who was on the car, and Dr. Hamilton of Bathurst-street attended to the injured woman, who was later removed to the hospital in the ambulance. She is suffering from four broken ribs on the left side, and a severe scalp wound, and from internal injuries. Mrs. Sullivan is about 50 years of age.

G.T.R. Earnings.

Montreal, May 26.—The Grand Trunk Railway System earnings 15th to 21st May: 1903, $647,923; 1902, $563,040; increase, $84,883.

STRIKES STILL DRAG ALONG.

Carpenters and Bricklayers Obdurate—Painters May Have Trouble.

There seems to be no great haste on the part of the Builders' Exchange to accede to the request of the Executive of the striking carpenters for a conference. Secretary Phillips said yesterday that he did not know what would be done, but at any rate the strike would not be settled this week, and, perhaps, not for some weeks to come. The united carpenters, meanwhile, express themselves as confident of the result. This morning the millmen, against whom summonses have been laid for conspiracy to bring about restraint of commerce, will appear in the Police Court.

Bricklayers Will Stay Out.

A resolution passed by the Bricklayers' Union last night was to the effect that no union bricklayer will in future take material from non-union laborers. This resolution practically means an endorsation of their previous resolution to remain on strike till the builders' laborers had returned to work. There are a few bricklayers who have been working, but these, it was stated, will quit. A number of non-union bricklayers who are present working in the city are expected to become members of the local union.

What Will Painters Do?

Rumor has it that on the first of June the boss painters intend reducing the wages of the union men. When asked as to the probability of this, a member of the Painters' Union Executive admitted that he had heard rumors of a decrease in painters' wages, but had received nothing of an official nature that would warrant speaking with any degre of certainty. It is hinted, however, that should the bosses decide to reduce wages, an effort will be made on the part of the union to secure contracts with a view to keeping all their men constantly employed, even tho a lock-out occurred. It was also learned that the union has prepared itself for contingencies of this kind, having on hand sufficient material to supply their men for months.

Charging a Chief of Police.

St. John, N. B., May 26.—Hon. L. J. Tweedie this afternoon began enquiry into charges preferred by John McKelvie against Chief of Police Clark of drunkenness and conduct unbecoming a man in his position. A number of witnesses were examined. Two firemen and two policemen swore to seeing the chief one evening in April, 1902, staggering on the street. One officer swore McKelvie offered him money to make affidavit that he had seen the chief drunk.

Whites in Philippines.

Washington, May 26.—Manila newspapers which have just reached the United States War Department contain an interesting account of an expedition tha has gone into Mindoro, "ostensibly," one papers put it, "to explore the country," but in reality to search for a white colony which it has long been claimed lives in the interior of the island.

The Dyspeptic's Mistake

In Using Medicines to Relieve Instead of Strengthening the Muscles of the Stomach and Curing Permanently by Dr. Chase's Nerve Food.

It is not claimed that Dr. Chase's Nerve Food is a relief for indigestion, but it certainly is a thorough and lasting cure, because it forms new rich blood, and strengthens the muscles of the stomach and other digestive organs, instilling into them the nervous energy and the vigor necessary for the proper performance of their duty.

Mrs. Wolfe, 60 Balfour-street, Brantford, Ont., states: "I was troubled a great deal with indigestion, was very nervous, had severe nervous headaches, and did not sleep well. I started to use Dr. Chase's Nerve Food and it has proven wonderfully beneficial to me. I can truthfully say that I never used any medicine that did me so much good. Before taking this remedy my appetite was very poor, but now I can eat nearly anything, and digest my food easily. The other symptoms have also entirely left me."

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto. To protect you against imitations, the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

SIR WILFRID HALTS

Continued From Page 1.

the moment, he would say there were three principal points to be considered. First, there was communication by water, which the government had in mind when the commission was first promised. The government had undertaken great works on Lake Superior, at Port Colborne, Montreal, Sorel, Three Rivers, Quebec and St. John, with a, view to cheapening transportation. These works should be carried on under a general system, and the government thought no more money should be spent until expert advice was had, as to what this general scheme should be.

To-morrow the terms of the commission would be laid on the table, but he could inform the house that the commissioners chosen were Sir William Van Horne, John Bertram, Toronto, and Harold Kennedy of Montreal. Mr. Kennedy, not being able to act, E. C. Fry, Lloyd's agent at Quebec had been chosen in his place. The government had asked Sir William Van Horne to take charge of the commission, but he had so many large works on hand that there was doubt of his acceptance.

Coming Down Soon.

Another feature of the problem was that of providing railway facilities for the growing settlements of the Saskatchewan Valley. Probably this week, but certainly at an early date, it would be the government's duty to lay on the table certain information in regard to that railway.

Still another feature was that there must be another trunk line, to connect the prairie settlements with the seaboard. The government was not connected with any scheme that had been put forward in that direction. The government was considering this matter, and was not prepared at once to lay its policy on the table of the house, but would do so before the session was over, nor in this could it be accused of dilatoriness. A second transcontinental railway was a new idea, and it behooved the government not to come to any hasty conclusions upon it.

Yet the government was prepared to lay down the salient ideas that should be kept in view in carrying out that scheme.

First and Foremost.

In the first place, the road must be built thru Canadian territory exclusively, from the Pacific to the Atlantic. (Hear, hear.)

Secondly, the tide water terminals must be in Canada, Quebec in summer and St. John and Halifax in winter.

The government was not committed to the scheme of the Grand Trunk or any other scheme. But if he were to have another transcontinental railway, the salient ideas were that it must be all Canadian territory and afford the cheapest outlet possible to the Canadian seaboard for the products of the West. (Hear, hear.)

Mr. Borden had asked what guarantee could be had even with such a railway. Canadian trade would be diverted to American ports. That, however, was a subject which could more appropriately be discussed when the government laid its scheme before parliament. But this much was certain, that when the government did lay its proposition before parliament it would provide by legislation against that divergence. Yet he had very little hope in the efficiency of legislation if legislation alone were to be relied upon. It was so easy for railways to get out of statutory obligations.

Must Start From Quebec.

But there was another way, and that was by taking advantage of our geographical position. The line must be built starting from Quebec and running north of the mountains to tap the prairies somewhere. With such a line the problem would be solved, since it would be the very shortest line between the Pacific and Atlantic. The government had been urged to build the road, but he was not prepared to say the government would do so. It had also been suggested that the government should build the line and operate it, also that the government should build the line and lease it to any company that would take advantage of it. Still another proposition was that the government should subsidize any company that would build the road.

There were now three companies in the field, the Trans-Canada, the Canadian Northern, and the Grand Trunk Pacific. But the government had not made up its mind to any one of these three schemes. The question was now under consideration and would require a good deal of consideration before the government could come to any conclusion upon it. The field was open to all. But this was settled, namely, that if the government decided **to give asistance it would certainly not be in the nature of a land subsidy.** (Cheers.)

"But no conclusion will be come to," added Sir Wilfrid, "until we have had an opportunity of discussing the subject with those who do the government the honor of giving it their support."

Much Criticism Aroused.

Dr. Sproule severely criticised the government for its delay in appointing this long-promised commission. He observed that such was the situation, that if appointed now the commissioners could by no possibility make a report before the close of the session, so that another year was lost.

Mr. Haggart impressed upon the House the great advantage of a system of rail communication, having easy gradients between the wheat fields and Lake Superior. This would afford the cheapest means of transportation, because the long rail haul from the head of Lake Superior to the seaboard could never compete with rates of transportation via the Great Lakes and St. Lawrence waterways. Mr. Haggart favored the Georgian canal.

Mr. Tarte was strongly of the opinion that our national waterways should be developed to their highest capabilities. The ports of Montreal, Quebec, Halifax, and St. John should be thoroly equipped. He estimated that it would cost between five and six millions to properly equip the port of Montreal. We should have a port on the Great Lakes as important as Buffalo, and Montreal should be made the New York of Canada. Mr. Tarte inferred that the Prime Minister's promised resolution in regard to the provision of railway facilities in the Saskatchewan Valley had reference to the Canadian Northern.

Lt.-Col. Sam Hughes was willing to endorse a reasonable assistance to the Grand Trunk Pacific, to reach the prairie, but he thought it absurd to suppose that the Grand Trunk would sacrifice the millions it had spent on its line from North Bay to Portland, and upon the terminals at the latter port. The Grand Trunk could no more be forced to abandon that route than a man could be prevented by legislation from taking strong drink or smoking cigarets.

Follow National Channels.

Mr. Charlton pointed out the large subsidies in land and money, and the great privileges granted to the C. P. R., and argued from this that the old-time Liberals were not to be blamed for opposing the project. He argued, with Mr. Haggart, that it was futile to try to force traffic against natural disadvantages. He believed in building up a port at Quebec. For himself, he believed it would pay the country to have the road built from ocean to ocean, built and operated by the government, but it would have to be built and run on business principles, and not so as to afford places for camp followers and the like. The line would be built to Quebec, with branch lines to Halifax or St. John, preferably the former; and yet, as Mr. Haggart had pointed out, a great deal of the Canadian grain would be diverted to other routes, viz., by the lake route, over which wheat was now being carried at ridiculously low prices. Wheat was being carried from Port Arthur to Buffalo for one cent and a half per bushel.

Mr. Osler: That is only occasionally.

Mr. Charlton: No, you may count upon a rate of two cents.

He added that the New York Central was carrying wheat at 50 cents per ton, or one cent and six mills per bushel, from Buffalo to New York. It was, therefore, out of the question to talk of competing against the rates of four cents from the lakes to New York, with an all-rail haul to Quebec. As to canals, even if it were decided to construct the Ottawa Canal, it was not yet certain which would be the better plan, to have a 21-foot canal or a large canal, with transhipment at North Bay. A commission was necessary, therefore, to determine what was the best plan upon which to proceed.

Would Take Cheapest Route.

As to the all-Canadian route, he believed freight would continue to go by the cheapest route. He favored Quebec as an ocean port, thus obviating the difficulties and expense of the St. Lawrence channel to Montreal.

Mr. Tarte asked how it was that Quebec, with all its natural and artificial advantages, enjoyed so little trade, while, to-day, there were 50 steamships in Montreal.

Mr. Charlton attributed it to the enterprise displayed on behalf of Montreal.

Mr. Talbot, by way of a question, drew attention to the fact that the Grand Trunk had sacrificed the interests of Montreal to build up Portland.

Mr. Kemp asked Mr. Charlton what route he would suggest for a transcontinental road west from Quebec; also, whether he believed in government ownership.

Mr. Charlton rather favored the route north of the height of land, and also north of Lake Winnipeg, with a branch to Fort Churchill, so that, if possible, the Hudson Bay route may be utilized. He only favored government ownership, if that could be secured with freedom from political control.

Long Time Doing Something.

T. Chase Casgrain accused the government of dilatoriness in dealing with this transportation question, pointing out that the suggestion of a commission to look into this matter and report was made to the government in August, 1899. The government had not decided upon the commission, for, unfortunately, Sir William Van Horne was not likely to be able to act. As to Mr. Fry, while he was a good citizen, there were 10 or 20 men in Quebec of greater experience and ability. He did not believe in government by commission. The government should have obtained the information from experts and formulated a policy. He contended that Quebec had not been fairly dealt with.

Keep Down the Rates.

Frank Oliver considered that the question should be one of cheaper transportation and not of ports. Rates for carrying grain between Winnipeg and Port Artnur should be reduced. He believed Quebec should be the port in summer and St. John in winter. He thought there was room in the West for two roads. The people of the West were insistent upon it that any aid to a railway company should be compensated for by corresponding control of rates. Their view was no control, no bonus. They would rather give a bonus and have control of rates than get a railway free without control, for in the latter event the railways would be their masters. This was a question in which the East was vitally interested, as the manufactured products of the East had to be carried by rail to the consumer in the West. When it was considered that St. Paul and Minneapolis were nearer the points of consumption in the Western States than Montreal and Toronto were to the Northwset farms, it was clear that there must be a cheaper rate per mile in Canada than in the United States. It might be said that the disadvantage would be overcome by protective duties, but he could assure the Eastern manufacturer that the duty was figured into the railway rates every time.

Do Something for Country.

Mr. Kemp regarded Mr. Charlton as inconsistent in declaring the United States route to be the cheapest, and yet favoring the construction by the government of a transcontinental railway, terminating at Quebec. The question was how much more was it going to cost to carry grain by rail to Quebec than to United States ports, and, for his own part, if the differences were not too great, he was prepared to pay the extra cost for patriotic motives. (Hear, hear.)

It might be, said Mr. Kemp, that Sir William Van Horne did not think he needed the assistance of two other commissioners to report upon the transportation problem, and therefore would not act on the commission. If that were so, the government ought to have him come to Ottawa any way and give them the benefit of his advice. He blamed the government for holding back its announcement in regard to the aid to the Canadian Northern, and declared that the Railway Committee was dealing with the Grand Trunk Pacific bill in the dark, not knowing what aid was to be given to the company.

Going It Blind.

Then there was th etrans-Canada, the charter of which had been rushed thru parliament at the rate of a mile a minute. It was now giving the government serious concern, and, moreover, in the Grand Trunk Pacific charter, wide powers as to coal and iron mining were asked, yet the committee didn't know which of the three projects, the Canadian Northern, the Grand Trunk or the trans-Canada, was to be favored, or, indeed, if the government itself had decided to build the line.

Mr. Kemp concluded by asking if the government intended this session to grant aid by money and bond interest to another transcontinental road, and, if so, had the route to seaboard terminals been decided upon? Did the government intend to insist that shipments should be made the year round thru Canadian seaports? Did the government intend to prepare plans to formulate conditions as to the building, equipment and operation of the road? If so, would the government call for tenders, with a view of obtaining the most advantageous terms? To these questions the government made no reply.

Mr. Osler (Toronto) was impressed with the importance of the transportation and was also convinced that the bonusing of railways was a vicious principle. The solution of the transportation problem lay not in the building of more railways, for in building another railway the government would be only still more congesting our ports, favoring exports by way of foreign ports. The true solution was in the equipment of our ports, and in making Montreal and Quebec free ports.

As to Mr. Oliver's argument about the superior advantages of St. Paul and Minneapolis, he believed in 10 years the Northwest would be drawing its supplies of manufactured goods from the Soo, Port Arthur, Winnipeg and even Calgary and Edmonton. These places would become the St. Pauls of the Canadian Northwest, if only the right policy were adopted and adhered to.

The debate, which was continued by Messrs. Pringle, Bell of Pictou and Blair, was concluded at 10.15, and the house got into Committee of Supply.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal. 14

Among those who attended the State concert Monday night was Miss Maud Wynn, the talented musician of Goderich.

ESTABLISHED 50 YEARS — Ye Olde Firme of Heintzman & Co. — ESTABLISHED 50 YEARS

To enjoy music is good for both the physical and mental powers. It is a pure pleasure that is unsurpassed by any.

The Heintzman & Co. Piano

Is the highest result attained by any piano builders of this century. Beautiful in design and superb in execution, it wins admiration everywhere. The tone is wonderfully brilliant and expressive and has made this piano famous.

YE OLDE FIRME OF HEINTZMAN & CO., Limited. 115-117 King Street West, Toronto.

Horse Pasture

Three miles from the head of Broadview Avenue on the

DON MILLS ROAD

Four Dollars a Month

Abundance of shade, water and grass guaranteed. 7 ed

Now is the time to turn out carriage and saddle horses.

FRANK ELLIOTT, DONLANDS. Telephone N 2520.

Trinity University

The Annual Easter Term Convocation for conferring degrees in the Faculties of Medicine and Dentistry will be held in the Convocation Hall at 4.30 p.m.,

Thursday, May 28, 1903.

Graduates and friends of the University are invited.

Shafting, Hangers, Pulleys

ERECTED IN RUNNING ORDER

Dodge Mnfg. Co., Phones 3829-3830 Main. CITY OFFICES: 136 35 FRONT STREET WEST TORONTO

EXECUTORS' SALE OF REAL Estate, Household Furniture and Unattels, the property of the Estate of the late Geo. Garbutt will be sold by public auction on Wednesday, June 3, 1903, as parts of Lots 27 and 28, Con. B, Township of Etobicoke, about two miles from Weston, at 10 o'clock sharp.

Firstly—The late residence of the said the late Geo. Garbutt, consisting of parts of Lots 27 and 28, Con. B, Township of Etobicoke, consisting of ten acres, more or less, situated about two miles northwest of the Village of Weston. Upon the premises is said to be erected a solid brick dwelling house and frame outbuildings. Immediate possession

Secondly—Being composed of Lot 26, in the Township of Etobicoke on Con. A, 100 acres, more or less. On the said premises is said to be erected a good frame dwelling house, 2 large barns, 44x60 and 32x60 respectively, stable 20x35 and silo. This property is situated convenient to school and churches. The land is of a clay loam. These premises will be sold subject to a lease.

Terms: Chattels and household furniture, cash. For the real estate, 10 per cent. of purchase money cash at time of sale; 30 per cent. within 30 days thereafter, without interest, and the balance can be arranged upon terms satisfactory to the executors. For further particulars apply to Robt. Wood, Etobicoke, and John Cawthouse, Richfield, executors, or Messrs. McPherson, Clark, Campbell & Jarvis, Trust and Guarantee Building, 16 King west, Toronto, solicitors to executors, or to McEwen & Saigeon, Auctioneers, Weston and Maple. 36

LOAL BREVITIES

Jos. A. Wells was elected a member of the Board of Trade yesterday.

Joseph Lewis, 41 Sackville-street, was arrested yesterday on a warrant charging him with criminal assault.

For alleged theft of a bicycle from Miss Armstrong of 55 Osler-avenue, Earl Strong of 48 Alice-street was arrested yesterday by P.C. Stewart. He was taken to No. 2 Station.

The Public School Board Committee on Teachers yesterday recommended that R. J. Blaney be reinstated and assigned to the Dufferin school; also that Miss Kessick be granted leave of absence.

The Alabama Press Association has notified the secretary of the Board of Trade that it will leave Birmingham, Ala., on July 14 and will make a tour of Canada, coming to Toronto July 16 and spending the day here.

Major Peters, T.L.H., will lecture on "An Electrically operated Self-Registering Electrical Sectional Target" in the Armories on Saturday night, under the auspices of the Canadian Military Institute. It is expected that the Governor-General and the Major-General will be present.

The Ladies Auxiliary of the Western Hospital give a lawn party on June 20 in aid of the Nurses' Home. The 48th Highlanders' band will furnish the music.

The complete text of the entire proceedings before the Royal Commission makes ten volumes, including eight volumes for evidence, one for the argument and one for the various "exhibits."

At the Sign of the Scale.

In yesterday's Police Court, Lee Jim, keeper of the Chinese gambling joint at 69½ West Queen-street, was fined $150 and costs. Seventeen men who had been either looking on or taking part in the game were fined $20 and costs each, while another 17 who had been in the room above were fined $1 and costs each for frequenting a disorderly house.

Frank Chew and Michael Carney pleaded not guilty to the charge of assaulting and robbing John O'Brien, and were committed for trial.

Chen Len, who was assaulted some time ago in a Chinese Freemasonry row, appeared in court yesterday and identified Ching Hing and Chung Hin as his assailants. Both were committed for trial.

Well-Known Printer Dead.

John R. Mutton, for many years a compositor on The News, and very well-known among local typos, died yesterday, from heart disease after a brief illness. He was 41 years of age, and leaves a widow and two children.

AMUSEMENTS.

PRINCESS THEATRE — MATINEES 10-DAY & SAT. — FRANK L. PERLEY Presents EFFIE ELLSLER as MARY TUDOR in Julia Marlowe's original $20,000 production WHEN KNIGHTHOOD WAS IN FLOWER

GRAND OPERA HOUSE — MATINEES WED. & SAT. — Best Stock Co. ever in Toronto. The Boyle Stock Co. IN HALL CAINE'S "The Christian" SECOND WEEK—PUDD'NHEAD WILSON.

SHEA'S THEATRE Week May 25 Matinee Daily. The W. E. English Zouaves; Midgley & Carlisle; Cardownie Sisters; St. Onge Bros.; La Basqui Quartette; Ozav & Dalmo; Jennings & Renfrew; Long & Johnson; Charley Grapewin & Co.

STAR Matinee Every Day 15 & 25c ALL THIS WEEK Gayest Manhattan Burlesquers and Jack Munroe The only man living holding a decision over James J. Jeffries.

EASTERN LEAGUE Baseball Ball Grounds, King-st. and Fraser-ave., Toronto v. Jersey City TO-DAY AT 4 P.M.

1903. Ontario Jockey Club, Toronto. SPRING MEETING, MAY 23rd to JUNE 6th. Racing and Steeplechasing. At least six races each day. A Regimental Band will play daily on the Lawn. Admission ....$1.00 Reserved Stand ....1.50 Paddock, 50 cents extra. WM. HENDRIE, President. W. P. FRASER, Sec.-Treas. GOD SAVE THE KING. ed

Simcoe County Old Boys Are invited by the Monument Committee to attend the unveiling of Governor Simcoe's Monument to-day at 3 p.m.

AN INVITATION Is extended to all wearers of eyeglasses to call at our establishment, King Edward Hotel, whenever their glasses require adjustment, and allow us to perform that service free of charge. The honor of their patronage is our recompense. EDWARD C. BULL, Optician 1367 49 King Street East. TORONTO.

E. A. FORSTER BARRISTER, ETC. MANNING CHAMBERS, Cor. Queen & Teraulay Sts., Toronto. Phone M 400 Money loaned on Real Estate. Building Loans 36

Write to-day—Lost vitality restored, secret losses promptly cured, a new mode of treatment for men. Free to men (our book, telling you how to cure yourself at home without interfering with business. Mailed free to any address. —Dr. Kruss, Laboratory Co., Toronto.

WEAK MEN Instant relief—and a positive cure for lost vitality, sexual weakness, nervous debility, emissions and varicocele, use Hazelton's Vitalizer. Only $2 for one month's treatment. Makes men strong, vigorous, ambitious. J.E. Hazelton, PH.D., 308 Yonge St. Toronto

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Rimless Glasses Latest styles, adjusted to fit with comfort and security. Special lenses duplicated. Oculist's prescriptions filled. Prices moderate. Late of Chas. Potter's. 36 W. J. KETTLES, Practical Optician 23 Leader Lane.

HELP WANTED.

WANTED — TROUSER CUTTER Score's, 77 King West, Toronto. ed

WANTED — TWO GOOD BRUSH hands. Apply, stating wages and experience, to William Collins, painter, Shelburne, Ont.

HOUSEMAID—APPLY 78 CRESCENT road, near Yonge.

MANUFACTURER WANTS A RELIable man to deliver and collect; horse and wagon and $150 deposit necessary; $21 a week and expenses; permanent. Franklin, Box 78, Philadelphia, Pa.

BUILDERS' LABORERS WANTED—Wages 25 cents per hour. Apply to Secretary of Builders' Exchange, Yonge-street Arcade.

HELP WANTED—GIRLS FOR FACtory; light work. City Dairy Co., Limited, Spadina-crescent. 123

WANTED — THREE EXPERIENCED staple dry goods salesmen. Bachrack & Co., Toronto.

WANTED — TWO EXPERIENCED men; gents' furnishing salesmen. Bachrack & Co., Toronto.

WANTED—PICK AND SHOVEL MEN; also men for concrete work. Apply John E. Webb, 38 Melinda-street.

ARTICLES FOR SALE.

FOR SALE—BROKEN SODA BISCuits at one dollar per barrel. Christie, Brown & Co., Limited, Toronto.

ARTICLES WANTED.

WANTED — HYDRO EXTRACTOR; large size; also cast-iron pot, 3 feet diameter. 578 Queen East. 346

TO RENT.

FURNISHED PARLOR BEDROOM TO let; private family; opposite Hospital grounds. Apply 310 Sackville-street.

PROPERTIES FOR SALE.

FARM FOR SALE—100 ACRES, FIRST Concession, Scarboro, Lot 31. Apply Mrs. Galbraith, Uxbridge.

60 ACRES, 8 MILES FROM TORONto, on Kingston-road, end of street car track. Apply Tilmoth Pherrill, Cedar Grove P. O.

HOUSES TO LET.

$24 SOLID BRICK—8 ROOMS; SIDE entrance, Number 55 Gloucester. Apply 56 Wellesley-street.

ACCOUNTANTS.

GEO. O. MERSON, CHARTERED ACcountant, Auditor, Assignee. Room 32, 27 Wellington-street East, Toronto.

SUMMER HOTELS.

THE MINNEWASKA, ON MUSKOKA Bay. Near railway and telegraph. Electric light. Good drainage. Baths. Long-distance telephone. Address: MANAGER, GRAVENHURST. 367

LEGAL CARDS.

COATSWORTH & RICHARDSON, BARristers, Solicitors, Notaries Public, Temple Building, Toronto.

ROWELL, REID & WOOD, BARRISters, Lawlor Building, 6 King West, N. W. Rowell, K.C., Thos. Reid, S. Casey Wood, jr. ed

LENNOX, LENNOX & WOODS, BARristers and solicitors, Home Life Building, Haughton-Lennox, T. Herbert Lennox, Sidney B. Woods. ed

JAMES BAIRD, BARRISTER, SOLICItor, Patent Attorney, etc., 9 Quebec Bank Chambers, King-street East, corner Toronto-street, Toronto. Money to loan. James Baird.

DAVID HENDERSON, BARRISTER, Solicitor, etc., 6 King-street. Trust